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Ontario Transportation, Royal Commission, 1938

Collection of misc. docs. No. 316.7

(Reg Assoc.)

INFORMATION REQUIRED BY

ONTARIO ROYAL COMMISSION ON TRANSPORTATION



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QUESTION BY MR. SINGER - PAGE 458

.....that there are certain classes of freight that are taken away from certain centres by motor trucks - that would be cases that were loaded with goods shipped to be delivered and when the empties were to be returned, while the owner of the motor trucks does not refuse to take them back by motor trucks, the return rate is fixed so high that the man sending it back finds it an advantage to ship by rail because the railroads have got to carry them at a very low rate. I would like, if Mr. Gillanders can, to get me some definite information as to that?

ANSWER:

Railway Classification Ratings provide for return movement of empty containers as follows:-

If inward loaded movement is by truck, the returned empty container must move at the rate which would apply if the container were new.

If inward loaded movement is by rail, the returned empty containers move at lower rates.

Under P. & D. Group Ratings, all empty containers, other than steel barrels or drums, move on the rate applying to new containers, regardless of whether the inward loaded movement is by rail or truck. Empty steel barrels and drums are returned at reduced rates regardless of whether the inward loaded movement is by rail or truck.

There have been instances where the railway has been offered empty used containers for return movement after the inward loaded movement had been made by truck, in the attempt to have these move at the lower rate, but railway agents are instructed to satisfy themselves in all instances of empty used container movements that the inward loaded movement was made by rail, before applying the lower rate.

Submitted through The Railway Association
of Canada, April 18, 1938.

X

Q5.c

add to Professor Buchanan

ONTARIO ROYAL COMMISSION ON TRANSPORTATION

Particulars of lines in Ontario or branch
lines abandoned or on which service has been
discontinued in the last 15 years.



CANADIAN NATIONAL RAILWAYS

<u>STEAM RY. LINES</u>	<u>MILEAGE SERVICE DISCONT'D</u>	<u>ABANDONMENTS</u>
Limoges to South Indian	-	17.0
Brockville to Lyn Jct.	-	3.4
Birch to Tay	-	8.2
Deseronto to Todmorden	-	116.4
Millbrook to Omemee	-	14.6
Stouffville to Zephyr	-	16.1
Udney to Orillia	-	6.9
Milnet to Selwood	3.70	0.9
Harrisburg to Alford	-	2.8
Jarvia to Port Dover	-	8.8
Simcoe Jct. to Otterville	-	14.0
Burgessville to Woodstock	-	9.2
Hickson to Tavistock Jct.	-	6.5
Alvinston to Kingscourt	10.2	-
Cache Lake to Algonquin	0.3	-
Brant Siding to Paris Jct.	3.6	1.8
Tweed to Bannockburn	-	18.5
Port Perry to Creswell	13.0	-
Beeton to Alimel	-	1.3
Midway to Dog River Jct.	-	27.2
Mackies to North Lake	24.1	-
Total Steam Ry. Lines	54.9	273.6
<u>ELECTRIC LINES</u>		
Port Weller to Niagara on the Lake	-	7.3
St. Catharines to Thorold	-	3.3
Lambton to Guelph	-	45.8
Total Electric Lines		54.6
TOTAL ALL LINES	54.9	330.0

CANADIAN PACIFIC RAILWAY

Turbine - McKerrow	13.6
O'Donnell - Turbine	16.4
Bolton - Melville	19.1
Burketon - Lindsay	21.1
Lindsay - Orillia	39.5
Chelmsford - Bradley	5.95
Stobie Mine Branch, from Mile 1.6 to 3.42	1.82
Godfrey Spur	4.1
TOTAL	121.57

TORONTO, HAMILTON & BUFFALO RAILWAY

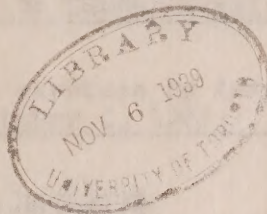
Ridgeville Spur	2.66
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add + 12.50 for Jackson

QUESTION - Lines or branch lines in Ontario abandoned or on which service has been discontinued during the last fifteen years.

ANSWER:

Year		Miles
1931	Turbine - McKerrow	13.6
1932	O'Donnell - Turbine	16.4
	Bolton - Melville	19.1
	Burketon - Lindsay	21.1
	Lindsay - Orillia	39.6
1935	Chelmsford - Bradley	5.95
	Stobie Mine Branch from Mi. 1.6 to 3.42	1.82
1936	Godfrey Spur	4.1 Miles



(Steel has since been lifted in each of these sections.)

Kitchener	London	18
St. Thomas	Burlington	8
Hamilton	Quebec	4

QUESTION - Locations and extent of the systems that are now covered by railway companies' motor truck operation instead of by railways.

ANSWER: Kitchener - London
St. Thomas - London
Hamilton - Burlington
Quebec - Montreal
Toronto - New Toronto

On 4th June, 1935, trucking service was established between Oshawa and Trenton in connection with L.C.R. traffic in order to provide an over-night service to and from intermediate stations in that territory to Montreal, Toronto, Ottawa and North Bay, as well as a 24 hour faster time to other destinations.

Contract to operate this service was given to the Coleman Cartage & Storage Company of Oshawa, and by reason of the trucking service so established the daily wayfreight was cancelled and pick-up only is operated as and when necessary. A daily trip is also made to Whitby when any traffic is offering.

In addition to the above, contract was entered into on the same date with Manley Fox of Belleville to handle L.C.R. traffic between Belleville and Trenton so as to include that important point in the arrangement. There was no saving in train service on this account.

On 19th December, 1935, we established a trucking service between Galt and Guelph but this did not replace any train service but was merely an auxiliary to expedite deliveries.

Percentage Way Provision and Taxes are of Gross Earnings - - 32.79%

\$25,000. a mile is an estimate of the present day reproduction cost less depreciation. Actually the figure worked out at \$27,000. per mile. Included in the figure is all track and track structures but no buildings for transportation.

Montreal, Que.,
March 18th, 1938

QUESTION - Since at present there is no service between the two points which service has been discontinued during the last fifteen years.

<u>ANSWER:</u>		<u>Year</u>
1931	1931	1931
1932	1932	1932
1933	1933	1933
1934	1934	1934
1935	1935	1935
1936	1936	1936
1937	1937	1937
1938	1938	1938
1939	1939	1939
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1990	1990	1990
1991	1991	1991
1992	1992	1992
1993	1993	1993
1994	1994	1994
1995	1995	1995
1996	1996	1996
1997	1997	1997
1998	1998	1998
1999	1999	1999
2000	2000	2000

(Note: has since been listed in each of these sections.)

QUESTION - Location and extent of the system that are now covered by railway companies' motor train operations limited to by railways.

ANSWER:

On 1st June, 1931, following service was established between London and London in connection with the traffic in order to provide an over-night service to and from intermediate stations in that territory in connection with the service, as well as a 2nd class service to other destinations.

Contract to operate this service was given to the London & North Western Railway Company of London, and by reason of the fact that service was established the daily wayfreight was cancelled and pick-up only is operated on one when necessary. A daily trip is also made to other when any traffic is operating.

In addition to the above, passenger was entered into on the same date with London & North Western as to include that important point in the arrangement. There was no saving in train service on this account.

On 1st December, 1931, we established a connecting service between the two points and this did not replace any train service but was merely an auxiliary to existing services.

1931	1931	1931
1932	1932	1932
1933	1933	1933
1934	1934	1934
1935	1935	1935
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1992	1992	1992
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1996	1996	1996
1997	1997	1997
1998	1998	1998
1999	1999	1999
2000	2000	2000

QUESTION: What is the status of the service?

London & North Western

ONTARIO ROYAL COMMISSION ON TRANSPORTATION



Station to station truck services in Ontario
revised to October 1, 1937:

CANADIAN NATIONAL RAILWAYS

<u>BETWEEN STATIONS</u>			<u>DISTANCE MILES</u>
Kitchener	-	Brantford	43
St. Thomas	-	London	18
Hamilton	-	Burlington	8
Hamilton	-	Dundas	4
St. Catharines	-	Merritton	3
"	-	Thorold	4
Kitchener	-	Elmira	12
Toronto	-	Weston	4
"	-	New Toronto	7
"	-	Mt. Dennis	8
Oshawa-Port Perry	-	Bowmanville	21.9
"	-	Toronto	32
Napanee	-	Deseronto	7
Sudbury	-	Copper Cliff	3
Cobourg	-	Pt. Hope	5
Belleville	-	Picton	25

CANADIAN PACIFIC RAILWAY

Oshawa	-	Trenton	-
Oshawa	-	Whitby	-
Belleville	-	Trenton	-
Galt	-	Guelph	-

Percentage Way Provision and Taxes are of
Gross Earnings - - 32.79%

\$25,000. a mile is an estimate of the present day reproduction cost less depreciation. Actually the figure worked out at \$27,000. per mile. Included in the figure is all track and track structures but no buildings for transportation.

Montreal, Que.,
March 18th, 1938

COMPARISON BETWEEN
GROSS EARNINGS OF CANADIAN RAILWAYS
1 9 3 6



AND

EXPENSE (INCLUDING TAXES) OF PROVIDING TRACKAGE FOR OPERATION
ALL CANADIAN RAILWAYS

MAINTENANCE OF WAY & STRUCTURES

EXPENDITURE

Roadway maintenance	\$ 8,424,142
Tunnels and subways	76,736
Bridges, Trestles & Culverts	2,459,798
Ties	7,002,482
Rails	3,424,290
Other track materials	2,507,240
Ballast	1,659,469
Tracklaying and surfacing	14,903,127
Fences, etc.	980,295
Roadway buildings	294,622
Signals and Interlockers	936,357
Roadway machines	531,693
Small tools and supplies	554,153
Removing snow, ice and sand	3,765,396
Assessments for public improvements	280,164
Stationery and printing	121,465
Other expense	33,651
Maintaining Jt. Yards, etc - Dr.	260,484
Superintendence 80% of \$4,026,524	3,220,800
	<u>\$51,436,364</u>

MAINTENANCE OF EQUIPMENT:

Work equipment repairs	2,203,304
Work equipment renewals	232,043
	<u>\$ 2,435,347</u>

TRANSPORTATION

Signals and interlockers operation	530,855
Crossing protection	453,086
Drawbridge operation	113,860
	<u>\$ 1,097,801</u>

Sub Total of above \$54,969,512

Split General Expense 20% to Mtce. W. & S. \$ 2,737,800

Grand Total for Way \$57,707,312

Taxes - 1936 \$ 9,837,149

Railway mileage in Canada 1936 - 42,213 miles	
at \$25,000. per mile - \$1,055,325,000.	
Interest on \$1,055,325,000 at 4%	- - \$42,213,000
GRAND TOTAL	- - - <u>\$109,757,461</u>

Gross earnings - 1936 All Railways - \$334,768,557

Percentage Way Provision and Taxes are of
Gross Earnings - - 32.79%

\$25,000. a mile is an estimate of the present day reproduction cost less depreciation. Actually the figure worked out at \$27,000. per mile. Included in the figure is all track and track structures but no buildings for transportation.

Montreal, Que.,
March 18th, 1938

checked by Professor Jackson

